

Established February, 1845.

PRICE, \$2 PER MONTH


Shipping

Shipping.

Steamers.

**EASTERN AND AUSTRALIAN
STEAMSHIP COMPANY,
LIMITED.**

**FOR SYDNEY, MELBOURNE AND
ADELAIDE VIA SOURABAYA**
(*Calling at PORT DARWIN & QUEEN-
SLAND PORTS, and taking through
Cargo to NEW ZEALAND,
TASMANIA, &c.*)

 The Steamship *Tamadoo*,
Capt. J. A. Maca, will be
despatched for the above
Ports on **FRIDAY, the 20th Instant,**
instead of as previously advertised.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, January 17, 1888. 87

COMPAGNIE DES MESSAGERIES

MARITIMES.


PAQUETOT POSTE FRANÇAISE.
FOR SHANGHAI, KOBE AND
YOKOHAMA.

 The Co.'s Steamship
Sagittaire,
Commandant HOMMY,
expected here on or
about SATURDAY, the 21st Instant, will be
despatched for the above Ports, shortly
after her arrival from Europe.

G. DE CHAMPEAUX,
Agent.
Hongkong, January 14, 1888. 78

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI VIA AMOY.
(Taking Cargo & Passengers at through rates
for NINGPO, CHEFOO, NEW
CHWANG, TIENTSIN, HANKOW and

The Co.'s S. Pale

 Capt. JACKSON, will be
despatched as above on
THURSDAY, the 20th Instant,
For Freight or Passage, apply to
BUTTERFIELD & SWIRE.
Agents.
Hongkong, January 15, 1888. 02


Sailing Vessels.

FOR SAN FRANCISCO.

The 100 1/4 British Barque
 Sandwich
 AHRENS, Master, will load here
for the above Port, and will
have quick despatch.

For Freight, apply to

RUSSE
October 31 1897

24th August, October 21, 1886. 2049
FOR NEW YORK.
 The S/S L. L. I. Amer. Barque

Penobscot,
 Eaton, Master, will lead here
 for the above Port, and will
 have quick despatch.
 For Freight, apply to
RUSSELL & Co.
 Hongkong, December 30, 1887. 2539

Notices to Consignees.
NETHERLANDS INDIA STEAM
NAVIGATION COMPANY, LIMITED.
 FROM SOERABAYA, SAMARANG,
 BATAVIA, SINGAPORE AND
 SAIGON.
THE Company's S.S. Borneo, having ar-
 rived from the above Ports, Consignees
 of Cargo by her are hereby informed that
 their Goods are being landed at their risk
 into the Godown of the HONGKONG AND
 KOWLOON WHARF AND GODOWN CO. LTD.
 at West Point, whence delivery may be
 obtained.
 Cargo remaining undelivered after the
 31st instant will be subject to rent.
 No Fire Insurance has been effected.
 Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
 Agents.

Hongkong, January 16, 1888. 82
NOTICE TO CONSIGNEES.

NOT, FROM AN

**DURNIRK, BORDEAUX AND
HAIPHONG.**

CONSIGNEES of Cargo are requested to
send in their Bills of Lading to the
Undersigned for countersignature, and to
make immediate delivery of their Goods
from alongside the Steamer.

Cargo impeding her discharge will be at
once landed and stored at Consignees' risk
and expense. All Claims against the
Steamer must be sent in immediately.

ADAMSON, BELL & Co.,
Agents.

Hongkong, January 13, 1888. 74

Responsible for

either the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:—

ARIZONA, Hawaiian brig, Captain J.
Phillips. Wieler & Co.

JOHN D. BREWER, Amer. barque, Capt.
L. Jocelyn. Russell & Co.

MANUEL, Spanish barque, Capt. Estival.
Benedict & Co.

PARAFAGA, British barque, Captain J. &
A. Harp. Gibb, Livingston & Co.

SHING BOOKS.

(In English and Chinese.)
WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, can now
be had at this Office.—Price, \$1 each.

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *UTY*
OF PEKING will be despatched
for San Francisco via Yokohama, on
SATURDAY, the 21st Proximo, at 3 p.m.,
taking Passengers and Freight for Japan,
the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco \$200.00
To San Francisco and return 350.00
To Liverpool 333.00
To London 338.00

To other European points at proportion-
ate rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service
and the Imperial Chinese Customs, to be
obtained on application.

Passengers, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Freight will be received on board until
4 p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m., same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 504, Queen's Road Central.
C. D. HARMAN,
Agent.

Hongkong, December 29, 1887. 2536

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE,
VIA

THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship *ABYSSINIA*,
3,651 Tons Register, LEE, Com-
mander, will be despatched for VAN-
COUVER, B.C., via KOBE and YOKO-
HAMA, on FRIDAY, the 27th January,
1888, at 3 p.m.

To be followed by S.S. *BATAVIA*,
on the 28th February, and S.S. *PARTHIA*,
on the 24th March.

Connection will be made at Yokohama
with Steamers from Shanghai and Japan
Ports, and at Vancouver with San Fran-
cisco, by the regular Steamers of the
Pacific Coast Steamship Company.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver Mex. \$100.00
To Victoria and San Francisco 175.00
To all common points in Canada 200.00
To the United States 300.00
To Liverpool 305.00
To London 305.00

To other European points at proportion-
ate rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese Customs, to be
obtained on application.

Consular Invoices to accompany Cargo
destined to points in the United States,
should be sent to the Company's Office,
addressed to Mr. D. E. BROWN, District
Freight Agent, Vancouver, B.C.

Freight will be received on board until
4 p.m. on the 26th January, 1888.
All Parcel Packages must be sent to our office
and should be marked to address in full,
and the same will be received by us until
5 p.m. the day previous to sailing.

For information as to Passage or Freight,
apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, December 24, 1887. 2502

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA

THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship *SAN PABLO* will be
despatched for San Francisco, via
Yokohama, on WEDNESDAY, the 1st
February, at 3 p.m.

Connection being made at Yokohama,
with Steamers from Shanghai and Japan
Ports.

All Parcel Packages should be marked to
address in full; and same will be received at
the Company's Office, until 5 p.m. the
day previous to sailing.

First-class Fares granted as follows:—
To San Francisco \$230.00
To San Francisco and return 350.00
To Liverpool 333.00
To London 338.00

To other European points at proportion-
ate rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service
and the Imperial Chinese Customs, to be
obtained on application.

Passengers, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office, addressed to the Collector
of Customs, San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 504, Queen's Road Central.
C. D. HARMAN,
Agent.

Hongkong, January 10, 1888. 26

Today's Advertisements.

THEATRE ROYAL,
CITY HALL.
HONGKONG AMATEUR DRAMATIC
CLUB.

THE PERFORMANCE
OF
'THE RIVALS'
will be REPEATED ON
WEDNESDAY NEXT,
the 25th Instant, at 9 p.m.

Tickets may be obtained from Messrs.
LARY, CHAMBERLAIN & Co., on and after
Monday, the 20th Instant.

Any Tickets not made use of at the Per-
formance on the 17th Instant, may be
changed for Tickets for the repetition.

H. M. THOMSETT,
Hon. Secretary.

Hongkong, January 19, 1888. 97

GLEN LINE OF STEAM PACKETS.
FROM LONDON, PENANG AND
SINGAPORE.

THE Steamship *Glenora*, having ar-
rived from the above Ports, con-
sisting of Cargo by her and by the
Steamships *Ludgate Hill* and *Caledonia*,
from New York, are hereby informed that
their Goods are being landed at their
risk into the Godowns of the HONGKONG
AND KOWLOON WHARF AND GODOWN CO.,
at Kowloon, whence delivery may be
obtained.

Optional Cargo will be forwarded un-
less notice to the contrary be given before
Noon TO-DAY, the 19th Instant.

Cargo remaining undelivered after the
20th Instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, January 19, 1888. 94

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY & FOCHOW.
The Co.'s Steamship
Namoa,
Capt. GORDON, will be
despatched for the above
Ports on SUNDAY, the 22nd Instant, at
Daylight.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, January 19, 1888. 98

THE CHINA & MANILA STEAMSHIP
COMPANY, LIMITED.

FOR MANILA VIA AMOY.
The Co.'s Steamship
Zafra,
Capt. J. ALBON, will be
despatched for the above
Ports on MONDAY, the 23rd Instant, at
4 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.

Hongkong, January 19, 1888. 96

To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SHANGHAI VIA SWATOW.
(Taking Cargo & Passengers at through rates
for CHEFOO, HANKOW and Ports
on the YANGTSE.)

The Co.'s Steamship
Canton,
Capt. BARNES, will be
despatched as above on
SUNDAY, the 22nd Instant, at Daylight.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, January 19, 1888. 99

FOR SWATOW AND BANGKOK.

THE SCOTTISH ORIENTAL STEAM-
SHIP COMPANY, LIMITED.

The Co.'s Steamship
King Beng,
Capt. F. W. PHILLIPS, will be
despatched for the above
Ports on TUESDAY, the 24th Inst.,
at Daylight.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.

Hongkong, January 19, 1888. 05

SHIPPING.

ARRIVALS.
January 19, 1888.—
Kwang Lee, Chinese steamer, from Whan-
po.

Kang Beng, British steamer, 802, F. W.
Phillips, Bangkok January 12, General.
YUEN FAT HONG.

Glenora, British steamer, 1,410, Bras,
London December 1, and Singapore Jan.
12, General.—JARDINE, MATHESON & Co.

Velox, German steamer, 670, M. Kallen,
Chaofo January 17, General.—ED. SCHELL-
HASS & Co.

Teitara, German str., 1,587, J. Peter-
son, Nagasaki January 14, Coal.—MIRCE
BUSMAN KATSHA.

San Pablo, American steamer, 4,046, E.
C. Reed, San Francisco December 21, and
Yokohama January 14, Mails and General.
—O. & O. S. S. Co.

DEPARTURES.
January 19.—
Alcora, for Bother and Pakhoi.
Choo-choo-fu, for Bangkok.
Deutero, for Singapore.
Heronia, British cruiser, for Whampoa.
Chickadee, British gunboat, for Canton.

CLEARING.
Hans, for Malaga.
Fokien, for Swatow.
Bellerophon, for Amoy and Shanghai.

PASSENGERS.
ARRIVED.
Per *Kang Beng*, from Bangkok, 1 Euro-
pean, and 106 Chinese.
Per *Glenora*, from London, Mr. C. Hing,
and 400 Chinese.
Per *San Pablo*, from San Francisco, Mrs.

R. B. Knapp, Messrs J. F. Boulton, E. E.
Travers, Dr. Edgar Wood, Mr. R. H. Kim-
ball, Mrs. Kimball, Miss B. Brown, and
Mr. Ng Sang.

DEPARTED.
Per *Thales*, for Swatow, Messrs J.
Akatabi, K. Yendo and M. Kajima; for
Amoy, Mr. Mannich; for Taiwanfo, Mr. O.
J. Wilson.
Per *Deutero*, for Singapore, 397 Chinese.
To Depart.
Per *Fokien*, for Swatow, Mrs. J. Dickie,
and 200 Chinese.
Per *Bellerophon*, for Amoy, 140 Chinese.

SHIPPING REPORTS.
The British steamer *Kong Beng* reports:
From Bangkok to Palo Obi, light variable
winds and fine weather. From Palo Obi to
Cape Patanan, moderate to fresh N.E. winds
and clear weather. From Cape Patanan to
Padaran to port, moderate to light N.E.
winds and fine weather.

The British steamer *Glenora* reports:
December 1st left London, had light vari-
able winds and calm to Malta; thence
moderate westerly breezes to Port Said,
December 15th—December 17th left Suez;
light winds and fine weather in the Red Sea;
experienced strong monsoon and adverse
currents in the Indian Ocean. Arrived at
Penang on January 7th. January 12th, 3 p.m., left Singapore, moderate mon-
soon, with heavy N.E. swell to Palo Sapati;
thence light N.E. winds and calm to port.
Anchored at Green Island January 18th, 8 p.m.

The American steamer *San Pablo* reports:
Left San Francisco December 21st, at 3.06
p.m.; with passengers, mails, treasure and
cargo. Arrived at Honolulu December
28th, at 8.00 a.m., time of passage 6 days,
18 hours 16 minutes. Weather during the
passage. Left Honolulu December 29th, at
12.30 p.m., for Yokohama favourable weath-
er till within 4 days of Japan Coast; when
experienced heavy N.W. and N.N.W. gales
with head sea. Arrived at Yokohama,
6.30 p.m., January 12th, 1888. Left
Yokohama January 14th, 6.30 a.m. for
Hongkong, fine weather during the passage.
Arrived Hongkong January 19th, at 2 p.m.

POST OFFICE NOTICES.
MAILS will close:—
For SAIGON.—
Per *Velox*, at 10.30 a.m., on Friday, the
20th inst.
Per *Norden*, at 4.30 p.m., on Friday,
the 20th inst., instead of as previous-
ly notified.

For SWATOW.—
Per *Taiwan*, at 2.30 p.m., on Friday, the
20th inst.

For PORT DARWIN, SYDNEY, MEL-
BOURNE, &c., &c.—
Per *Deutero*, at 3.30 p.m., on Friday,
the 20th inst.

For SINGAPORE.—
Per *Glenora*, at 3.30 p.m., on Friday, the
20th inst.

For SOERABAYA, PORT DARWIN,
THURSDAY ISLAND, COOKTOWN,
TOWNSVILLE, BRISBANE, SYD-
NEY, MELBOURNE & ADELAIDE.
Per *Taiwan*, at 3.30 p.m., on Friday,
the 20th inst.

For MANILA.—
Per *Deutero*, at 3.30 p.m., on Friday,
the 20th inst., instead of as previous-
ly notified.

For SWATOW & BANGKOK.—
Per *Kang Beng*, at 5 p.m., on Monday,
the 23rd inst.

THE CHINA MAIL.

MEMOS. FOR TO-MORROW.

Shipping.
Daylight.—*Fokien* leaves for Swatow.
Daylight.—*Bellerophon* leaves for Shanghai.
Daylight.—*Thales* leaves for N'aki, &c.
4 p.m.—*Taiwan* leaves for Port Darwin,
Sydney and Melbourne.
Tannadice leaves for Sydney, &c.

Meeting.
9 p.m.—Meeting of *Parasavarnas Lodge*.

General Memoranda.

SATURDAY, January 21.—
11 a.m.—Auction of Iron Barge *Kitty*
on Board.
2 p.m.—Auction of Household Furniture,
&c., at the residence of *Borneo Co.*,
No. 15, Chaine Road.
MONDAY, January 23.—
Goods per *Borneo* undelivered after
this date subject to rent.

WEDNESDAY, January 25.—
Claims against the Committee of the St.
George's Hall must be sent in to the
Ald Woolley (Hon. Sec.)
9 p.m.—A. D. O. Performance at City
Hall.
THURSDAY, January 26.—
Goods per *Glenora* undelivered after
this date subject to rent.

VOL. XVI.—No. 3.
—OF THE—
'CHINA REVIEW'
IS
NOW READY.

A. S. WATSON & Co.,
LIMITED.

Christmas Confectionery
JUST RECEIVED
CRYSTALLIZED FRUITS,
CHOCOLATE ORNAMENTS,
BURNT ALMONDS, and
SUNDRY SWEETS.
Also,
ROSE WATER & OTHER CRACKERS
in great variety.

NEW SEASON'S
CHRISTMAS & NEW YEAR CARDS
including some
CHROMOS OF SWISS AND HOME
SCENERY,
Suitable for Framing.

NEW ILLUSTRATED PHOTOGRAPHIC
ALBUMS.
A. S. WATSON & Co., Ltd.
THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.
Hongkong, December 12, 1887. 2410

The publication of this issue commenced
at 7.45 p.m.

The *China Mail*.
HONGKONG, THURSDAY, JANUARY 19, 1888.

The proceedings which took place yester-
day at the Prize Distribution of the
Government Central School must have
been read with the greatest pleasure by
residents generally. As we have pre-
viously argued for many years past,
this School has been and is regar-
ded with peculiar interest and favour by
the unbiassed and intelligent residents of all
classes and nationalities, because it is
the central feature of the educational
system of this Colony. That system is
based upon the recognition of this prin-
ciple of government, viz., that it is the
duty of the State to see that the people
receive every fair and reasonable facili-
ty for a good education. In the ideal
State of the future, that is, where a nation
has reached the higher stages of
development, the compulsory education
of every individual member of that State
must doubtless form a prominent fea-
ture. But even at home they have not
yet attained such a degree of advance-
ment; and this Colony cannot attempt
for some time to come to com-
pare itself with the Western na-
tions of light and leading. Hong-
kong, however, has made vast strides
during the last twenty years—even dur-
ing the last fifteen or ten years—by
the help of her most suitable and sensi-
ble system of education, and her liberal
and impartial scheme of grants-in-aid,
under which every genuine effort to
foster the cause of education is fostered
and encouraged. The fight for common-
sense dealing and for the impartial ap-
plication of broad principles has been
long and severe; the enemies or malcon-
tents are now but few and of no great
weight or influence; and the Hon. Dr.
P. Stewart and those who stood by him
in the founding of this system, and in
his sturdy maintenance of the admirable
un denominational or unsectarian policy
which now exists, may congratulate
themselves that they stood to their guns
so ably and so continuously. Truly the
raison d'être of the Government Central
School of this Colony, and the useful-
ness of the educational system of which
it is the head, have been abundantly
shown—and the virulence of men like
Hennessy and Raimond, and even the
opposition of one or two who are still
amongst us, are now almost forgotten
things of the past.

Next to the opposition offered by po-
litical charity and ecclesiastical
narrowness, the difficulty of deficient
accommodation has had to be contended
against. The success of the Central
School was daily and yearly being de-
monstrated before its opponents by the
fact that it would continue to get more
and more painfully congested. The
cry was 'still they come,' and pupils
had to be turned away from its doors.
What may fairly be termed the dis-
graceful delay in the provision of a new
building, the principal blame for which
must rest upon the shoulders of Governor
Hennessy, has, it seems, culminated in its
iron roof having sought a bed alongside
the chariot-wheels of the recalcitrant
Parson, in the Red Sea. Sir William
Marsh, when Acting Governor, had
promised that the Prize-giving this year
would take place in the new Victoria

MEMOS. FOR TO-MORROW.

Shipping.
Daylight.—*Fokien* leaves for Swatow.
Daylight.—*Bellerophon* leaves for Shanghai.
Daylight.—*Thales* leaves for N'aki, &c.
4 p.m.—*Taiwan* leaves for Port Darwin,
Sydney and Melbourne.
Tannadice leaves for Sydney, &c.

Meeting.
9 p.m.—Meeting of *Parasavarnas Lodge*.

General Memoranda.

SATURDAY, January 21.—
11 a.m.—Auction of Iron Barge *Kitty*
on Board.
2 p.m.—Auction of Household Furniture,
&c., at the residence of *Borneo Co.*,
No. 15, Chaine Road.
MONDAY, January 23.—
Goods per *Borneo* undelivered after
this date subject to rent.

WEDNESDAY, January 25.—
Claims against the Committee of the St.
George's Hall must be sent in to the
Ald Woolley (Hon. Sec.)
9 p.m.—A. D. O. Performance at City
Hall.
THURSDAY, January 26.—
Goods per *Glenora* undelivered after
this date subject to rent.

VOL. XVI.—No. 3.
—OF THE—
'CHINA REVIEW'
IS
NOW READY.

A. S. WATSON & Co.,
LIMITED.

Christmas Confectionery
JUST RECEIVED
CRYSTALLIZED FRUITS,
CHOCOLATE ORNAMENTS,
BURNT ALMONDS, and
SUNDRY SWEETS.
Also,
ROSE WATER & OTHER CRACKERS
in great variety.

NEW SEASON'S
CHRISTMAS & NEW YEAR CARDS
including some
CHROMOS OF SWISS AND HOME
SCENERY,
Suitable for Framing.

NEW ILLUSTRATED PHOTOGRAPHIC
ALBUMS.
A. S. WATSON & Co., Ltd.
THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.
Hongkong, December 12, 1887. 2410

The publication of this issue commenced
at 7.45 p.m.

The *China Mail*.
HONGKONG, THURSDAY, JANUARY 19, 1888.

The proceedings which took place yester-
day at the Prize Distribution of the
Government Central School must have
been read with the greatest pleasure by
residents generally. As we have pre-
viously argued for many years past,
this School has been and is regar-
ded with peculiar interest and favour by
the unbiassed and intelligent residents of all
classes and nationalities, because it is
the central feature of the educational
system of this Colony. That system is
based upon the recognition of this prin-
ciple of government, viz., that it is the
duty of the State to see that the people
receive every fair and reasonable facili-
ty for a good education. In the ideal
State of the future, that is, where a nation
has reached the higher stages of
development, the compulsory education
of every individual member of that State
must doubtless form a prominent fea-
ture. But even at home they have not
yet attained such a degree of advance-
ment; and this Colony cannot attempt
for some time to come to com-
pare itself with the Western na-
tions of light and leading. Hong-
kong, however, has made vast strides
during the last twenty years—even dur-
ing the last fifteen or ten years—by
the help of her most suitable and sensi-
ble system of education, and her liberal
and impartial scheme of grants-in-aid,
under which every genuine effort to
foster the cause of education is fostered
and encouraged. The fight for common-
sense dealing and for the impartial ap-
plication of broad principles has been
long and severe; the enemies or malcon-
tents are now but few and of no great
weight or influence; and the Hon. Dr.
P. Stewart and those who stood by him
in the founding of this system, and in
his sturdy maintenance of the admirable
un denominational or unsectarian policy
which now exists, may congratulate
themselves that they stood to their guns
so ably and so continuously. Truly the
raison d'être of the Government Central
School of this Colony, and the useful-
ness of the educational system of which
it is the head, have been abundantly
shown—and the virulence of men like
Hennessy and Raimond, and even the
opposition of one or two who are still
amongst us, are now almost forgotten
things of the past.

Next to the opposition offered by po-
litical charity and ecclesiastical
narrowness, the difficulty of deficient
accommodation has had to be contended
against. The success of the Central
School was daily and yearly being de-
monstrated before its opponents by the
fact that it would continue to get more
and more painfully congested. The
cry was 'still they come,' and pupils
had to be turned away from its doors.
What may fairly be termed the dis-
graceful delay in the provision of a new
building, the principal blame for which
must rest upon the shoulders of Governor
Hennessy, has, it seems, culminated in its
iron roof having sought a bed alongside
the chariot-wheels of the recalcitrant
Parson, in the Red Sea. Sir William
Marsh, when Acting Governor, had
promised that the Prize-giving this year
would take place in the new Victoria

College building; and there is no doubt
but that promise would have been ful-
filled had not this vessel come to grief
in the Red Sea. Now, however, the
fine building must be nearly completed,
and no more unfortunate *contretemps*
need be feared. The desires of the
wellwishers of the School will, there-
fore, be satisfied at an early day.
As a department of the administration
of this Colony, the Central School—
under the regime of Dr. Stewart, as well
as under the guiding hand of Mr. Bates-
on Wright—has given probably less
cause for adverse criticism than any
other branch of the Service. It is,
therefore, pleasant to find, from the re-
putation published yesterday, that this re-
putation is being still ably sustained.
Hypercritical persons may allege that
Mr. Wright's report on his own school
cannot be free from bias; but we think
that most of our readers who have
carefully perused the report of the
Head-Master will admit that he
gives most satisfactory reasons for the
high opinion he has formed of the work
done by the pupils during the past
year. We have frequently observed
that thoroughness is one of the most
noticeable characteristics of the Head-
Master: his straightforward frankness
comes out very prominently in his re-
port; and when it is borne in mind that
the conditions of the recent examination
of the pupils are now far severer than
they were six years since, the number
of successful passes (375 out of the 384
examined) conclusively shows that the
scholars, as well as the School Staff,
have done their work in a most credit-
able manner. The Head-Master, in giv-
ing expression to his sense of the help
he has received from his staff, draws
attention to another point which tells
greatly in favour of the School. He
says:—'That the whole Staff deserves
credit for the past year's work is evident
from the results of examination given
above; but I wish to bear my testimony
to the important fact, of which I alone
can be cognisant, that in this school
there is no spasmodic cramming at the
end of the year with a view to dazzling
effect; but, steadily uniform work,
willingly and cheerfully performed,
consistently throughout the year.'
It is true that some educationists con-
tend that written examinations neces-
sitate a certain amount of 'cramming,' if
not spasmodic, at least periodical; but
there are abuses in all systems, and it is
gratifying to know and to believe that
the abuse in this matter is not encour-
aged or tolerated in the Government
School.

It is rather a strange coincidence that while in Hongkong we are about to repeal the Ordinance which was enacted here 22 years ago for the compulsory registration of Chinese servants, our neighbours in Singapore have just put a similar Ordinance in force. The passing of the Ordinance in Singapore is doubtless due to the initiative of Sir Cecil Smith, who, when he was Registrar General here, had the work of carrying out the Hongkong Ordinance. It may be that the conditions in Singapore are more suitable to the satisfactory working of such a regulation than they are here; but we fear they will find before long that its drawbacks are as numerous as its advantages. The reasons that have contributed to the law having become a dead letter here many years ago are numerous. The Chinese are master hands at evading an Ordinance, and the system of exchanging and purchasing tickets was extensively carried on. Besides, the quality of the servants has diminished so sensibly of late years that a large number never got beyond what may be called "probationary service." They enter a service for a month or two and leave or are dismissed because they did not suit. More particularly is this the case with chair-coolies, very few of whom will stay more than a few months in any employment. The ticket system, at the best a rather unpalatable guide as to a servant's character, thus became almost useless, and it was found practically impossible to enforce it. We shall be interested to know what the experience of Singapore residents is after they have tried their new Ordinances for a year or so. Already some difficulties have cropped up. The *Singapore Free Press* of 10th inst. says:—It appears that employers of Chinese boys who are making changes in their servants find some difficulty in effecting new engagements. From what we have heard it seems that servants who are desired to go and register at the Chinese Protectorate before engagement, pretend that they dare not do so and that a system of boycotting or terrorism is being put in force by the Hylam "Kongkies," against those members who endeavour to comply with the new law and get themselves regularly registered.

SUPREME COURT IN CRIMINAL SESSIONS.

(Before the Hon. J. Russell, Acting Chief Justice.)

Thursday, January 19.

The business of the monthly Criminal Sessions was resumed this morning.

ANOTHER PIRACY CASE.

Cheung Kiu and seven others were placed in the dock on a charge of piracy. They all pleaded not guilty, and the following gentlemen were sworn as a jury: Messrs F. H. A. Fuchs, F. A. Soares, H. G. Dowler, C. H. Grace, Paul Jordan, Fung Shui, and W. H. Gaskell.

The Acting Attorney General said this was another piracy case, and he was glad to say it was the last of this kind this session. It occurred somewhere off Cape D'Agular, not very far from where the three pirates heard yesterday took place. The complainant was Leung Ahing, owner of the *Leung Hop* junk, trading between Hoifong and Hongkong. He lost Hoifong on the morning of the 3rd December with a cargo of the value of about \$300, and the crew, including himself, consisted of four. On the 4th December at 5 p.m. they reached a place called Kuchow, and the complainant would tell the jury that when there he saw a junk coming from the Kuchow side which fired at him several times, came up and put seven men on board the junk. The complainant was not badly hurt at once, but was allowed to remain the whole day under an awning on his own junk, so that he had a good opportunity of observing the men who had come on board. The pirates sailed the junk to Taitam and from that to Little Hongkong. On leaving the latter place they transferred the complainant and his crew to the pirate junk and battered them down, and the complainant knew nothing of what took place after that until he was released by the police. In consequence of a report which was made at Aberdeen, Constable Webster, who, he (the Attorney General) was sorry to say had since died, went with a party of police in quest of the pirates. They came upon the two junks, and as they were approaching they saw two men leaving one of them. They chased these two men but did not succeed in capturing them. While they were chasing the junk got up anchor and sailed away. The police followed, but the junk was able to get close enough to Lamna to enable the pirates to land and escape. Lamna being outside the jurisdiction of Hongkong the pursuit was not continued. The pirates therefore escaped for the moment. From information which Inspector Matheson of Yau-ma-ti received on the 10th December he went to a house at Mong-kok-tai where he arrested all the prisoners except one, who had been previously arrested. The master of the junk was subsequently taken to the goal, where he was able to identify seven of the prisoners from among a large body of men. With respect to the remaining prisoner the complainant failed to identify him at first, but did so afterwards. On being asked why he could not identify this man at first, complainant said he was nervous at the time and was at too great a distance from the man. The whole question in the case was that of the identification of the prisoners by the complainant, who had ample opportunity for observing them.

The complainant was then put in the witness box, but his evidence as to the identity of the prisoners was considered so unsatisfactory that the case was dismissed. The Court then adjourned till Thursday next.

IN SUMMARY JURISDICTION. (Before Mr. A. J. Leach, Acting Police Judge.)

HO SHO AND ANOTHER v. LEUNG CHOK. This is an action for the recovery of \$1,000 damages which the plaintiffs claim on account of a steam launch belonging to the defendant having collided with and sunk a junk. Mr. Wilson (of Messrs Wotton and Deacon's Office) appeared for the plaintiffs, and Mr. Caldwell for the defendant.

Mr. Wilson said the plaintiff Ho Shu was a junk owner and the plaintiff Leung Chok was a steam launch owner. On 23rd September last the first plaintiff's junk lost its keel-tail with a cargo of stones

belonging to the second plaintiff, bound for Canton. After passing Kap-shui-mun, the wind having fallen away, and the tide being against her, the junk anchored off Tung-fung-tai, well out of the way of steamers, to wait for the tide. She was lying about 100 fathoms off the shore and had a white light hoisted at the mast-head. About nine o'clock, it being then about flood tide, the junk people saw a white and a red light approaching which, it was afterwards found were the lights of the *Pi Shun* steamer. She ran into the junk, striking her with her stern on the starboard bow and making a large hole. The junk began to fill rapidly with water, and the master and crew got into a sampan belonging to the junk in order to save themselves. One of the men, however, Leung Fuk, was not seen again, and was believed to have been drowned. The *Pi Shun* was engaged to tow the junk. The junk was towed by the launch not to Kap-shui-mun about four o'clock, where place they left about an hour afterwards. The plaintiffs claimed \$700 as the value of the junk, \$270 for the cargo, \$50 for personal effects and \$45 for the profits on the voyage, but the whole claim was restricted to \$1,000.

The following evidence was heard:—HO SHO, one of the plaintiffs, said:—I had a boat for carrying stones. It was named the *Sun Li*. I have not got it now. On the morning of 23rd October I was on board my junk at the Keel-tail. She was laden with stones which she was to take to the other plaintiff. We left for Canton at 8 a.m. that day. We got to Kap-shui-mun at 2 o'clock. We were examined at Pak-sha-mun and proceeded on our way again till it was quite dark, when we reached a place called Tung-fung-tai. We anchored there, as there was no wind and the tide was against us. It was, I think, about six o'clock. When we anchored I lighted the mast-head lamp which was a yellow lamp and hoisted it up to the mast-head. I tripped it before lighting it. I then called for Akun and Leung So to go on watch. From where we were we could see the land, the nearest place being Tung-fung-tai, which was our right hand side over the bow. We remained there about three hours, when our attention was attracted by seeing the lights of a vessel. The men on watch saw first and told me. They said there was a steam launch. I saw a red light and a white light about 90 fathoms ahead of us, on the starboard bow. When we saw the vessel coming towards us we called out 'We are anchored, you must get out of our way.' They came on, and when about three or four fathoms from us we saw people come on deck from below. We saw nobody before that. We heard a sound like the keel of a boat. We saw it, but I don't know with certainty. It was about flood tide; the tide had turned a little. Our boat had turned a little but had not swung quite round. My junk had a portion of her bows carried away and the water was making its way into the hold rapidly. I told the folks to get into the sampan and call out to the steam launch. There were eight or ten on board the junk, including the owner of the stones. Five of us got into the sampan and three were in the water. We picked up two of them, but the other, Leung Fuk, we could not find. We looked for him half an hour but did not see him. The junk went on down the river. We were taken ashore by a fishing boat. The steam launch was painted white.

By Mr. Caldwell—Leung Fuk was about 20 and had only been about a month in my employ. He was a young man. At the time of the collision he was sleeping in the hold. After I put the two men on watch, I went to sleep in a stateroom, then I woke as I was afraid it should be due for us to start. I did not see any stripe on the steam launch. My man recognised the two characters on the *Pi Shun*. I asked my man Hokuin if he recognised the steam launch and he said it was the *Pi Shun*. He told me on 24th October, but I did not believe him. I asked him if he was the *Pi Shun*. He said he was the only one of my men who made out the characters. Somebody said that at nine o'clock on the night which the collision occurred the *Pi Shun* was in Hongkong. I asked the *Hing Li* myself about it and was told that the *Pi Shun* was in port at that time. The only other boat within hearing at the time of the collision was a shrimp boat which came to our assistance. The launch had no mast.

By His Lordship—The steam launch was nearer the shore than we were when we were talking to you. We were there at a fishing place the name of which I don't know. Leung Fuk's body has not been found. His relations have asked me to make a claim upon the defendant.

HO AKUN said:—I was employed on the plaintiff's junk the *Sun Li*. I am a son of the plaintiff HO SHO. I was on watch immediately before the collision occurred. When I had been on watch about two hours I saw the lights of the steam launch. I saw a red and a white light and they were over our starboard bow. I said to Leung Shu who was on watch with me 'There's a steam launch coming down on us.' I called out 'Steam launch, we are anchored, go to the Keel-tail.' I told HO SHO about having the lights. After calling out I went to the stern and got a paper lantern which I took forward and held up. I looked up and saw that the masthead light was burning brightly. I called out to the launch twice, but there was no reply. When she came within four fathoms of us I saw someone on board. I mentioned it to HO SHO. I said the launch that ran into us was the *Pi Shun*. I never said it was the *Pi Shun*. I have all along said it was the *Pi Shun*. HO SHO did not know till I told him; he could not read. I fell in a sitting position on the deck when the launch struck us. I was facing the characters on the launch, and I held up the lantern, and read them. I kept a good look-out while I was on watch.

By His Lordship—I said to my father on the morning after the collision, as he was going off to a passage boat, that the steamer was the *Pi Shun*, but he is rather deaf and did not hear me.

The other plaintiff gave similar evidence as to the collision. He stated that he was the owner of the cargo of stones on board the junk.

This concluded the evidence for the plaintiffs.

Mr. Caldwell said the defence was a most unconditional contradiction and denial of the statements made for the plaintiffs. The *Pi Shun* had been chartered to tow the *Hing Li* junk to a place called Fooking in the Canton River. She left Hongkong about half-past two, and at the time the collision was said to have taken place, the vessel was many miles from where it occurred, at a place called Soochung. Under these circumstances it was quite impossible that she could have been anywhere near Fung-fung-tai when the collision was said to have taken place.

For the defence, Chun Akun, owner of the *Hing Li* junk, stated that on the 23rd October his junk left Hongkong for Fooking between one and two o'clock in the afternoon. The *Pi Shun* was engaged to tow the junk. The junk was towed by the launch not to Kap-shui-mun about four o'clock, where place they left about an hour afterwards. The plaintiffs knew a place called Tung-fung-tai, where place the collision took place. The second watch, which was set about 9 o'clock, and when they arrived at Fooking, their destination, it was nearly the third watch. The launch left the junk at this place.

Leung Ahing, one of the crew of the *Hing Li* junk, corroborated the statements of Chun Akun.

The case was then adjourned till Wednesday, 25th inst., at 10.30.

NOTING AT CHEUNG-FU.

(From N. C. Daily News Correspondent.)

Noting at Cheung-fu, another fine time in the district of Cheung-fu. This time no trouble arose after another. This matter, like the others, has been reported to the Tao-tai here. If no redress seems to be given for all the riots that have occurred, the German Bishop is intending to go to Peking to report the case to the Foreign Minister, who will manage the affairs of the Roman Catholic Church.

Some time since anonymous placards were put out in the city against the foreigners, and shortly after, the Judge, who is friendly to foreigners, issued a proclamation enjoining peace.

The affairs of the American missionaries have been those of excitement and danger. On the 23rd, the last day allotted to make an exchange, or claim possession of the particular piece of property, the cards of the Magistrate and two Deputies were sent to one of the missionaries, saying the money would be returned, and nothing more would be done about the property. The missionary was then sent to the Tao-tai, saying that as the morning was the day for claiming the property, one of the missionaries was going to the house in the evening to look after it, and therefore requested protection and help. Shortly after he arrived at the house, a rabble began to gather, and pushing their way within, one of the missionaries was thrown upon him, and when he fell exhausted, stood around hooting and reviling. This lasted for upwards of an hour, the mob consisting of some 200 or 300. Then the constable appeared and helped the foreigner away.

In the meantime word had gone into the city by a man who climbed the city-wall. One of the other foreigners at once went to the Tao-tai's Yamen, but gained no entrance or protection. Then he went to the Magistrate's Yamen, and likewise gained no interview. After much delay underlings were sent forth, but the official himself did not go. About midday the underlings returned, saying the people had dispersed, that the foreigners had not been beaten, and had gone for the night to the west suburb to sleep.

In the morning two of the missionaries went to the Tao-tai's Yamen, insisting on an interview that day. The Tao-tai refused, saying that if no interview could be granted that day, the matter would be reported to Peking. The Tao-tai did not dare to see the foreigners without the presence of the Prefect and Magistrate. Two Deputies came out and talked to the foreigners, they certainly having no scrupulous fears. The missionaries said the most he could do was to send a petition into the Tao-tai on the matter.

Word having been sent to the missionaries that the time of interview would be as first decided, they put their scruples in their pockets and went to listen to the sayings of the Tao-tai. They themselves observed that the most part of the audience and threw the burden of the conversation on the Tao-tai. His words were rambling, but ended in the idea, 'We can suppress the people in case of a riot, but to suppress the people, it won't go down. Hence your money is waiting you at the Magistrate's Yamen. This certainly is a strange method of dealing with a Chinese citizen in China it is acknowledged by the officials that the opposition comes from the gentry. References having been made to the official negligence to go and examine the injuries inflicted on the absent American, the Tao-tai ordered the Magistrate and two Deputies to go at once and make an examination of the place, being a Chinese citizen. This was done, the American appearing the invalid, and the officials trying to prove no riot and no injury.

This being so thoroughly unsatisfactory, and the injuries unredressed, one of the Americans has gone to Peking to see if any claim can be secured. The missionaries by depending on the power of justice, by referring to law and right, and by due adherence to Chinese prejudice and sentiment, have gained nothing. Authority from above would enable the Governor to settle the matter, while he hesitates now.

4th Dec., 1887.

NOTES FROM NATIVE PAPERS.

The sales of Tientsin tea at Amoy for the year have been 455,000 boxes, and there were, at last advices, only 150,000 boxes left. The first season's tea in some cases fetched a profit to the Chinese dealer, but the losses on subsequent crops averaged \$10 a peck (four boxes). The Newchwang, Chefoo, and Shanghai export trade in sugar goods from Amoy has not been unprofitable.

The *Shin Poo* says that a French gentleman from Tientsin has recently interviewed the Nanking Viceroy, and offered to throw the Wuang fuk into ironclads for Tia 6,000,000. The *Yen-chen* says that a British firm has contracted with the Chinese Government for the supply of 20,000,000 worth of guns and ammunition.

The instance of the Foreign Boarder Canton Viceroy has been a proclamation through the provincial Judge, warning the native police that they are not to lay traps for criminals who may have escaped to foreign territory, but that they must apply for their extradition in regular form.

AN IMPORTANT DISCOVERY is announced in the *Paris Figure*, of a valuable remedy for nervous debility, physical exhaustion, and premature decay. The discovery was made by a missionary in Old Mexico; it saved him from a miserable existence and an early grave. We learn that the discoverer, Joseph Holmes, Bloombury Mansions, Bloomsbury Square, London, W.C., will send the prescription, free of charge, on receipt of a self-addressed stamped envelope.

THE WEI SING LOTTERY.

The question of the lottery may be best illustrated by an example. An examination for the degree of *tsin-shih*, 'metropolitan graduate,' was to come off in the spring of 1880, and the Wei Sing establishments, hereinafter, as the lottery was called, 'called' the proprietors, in Kutungting Province announced the usual lottery. Elaborate rules, which we shall refer to presently, were issued for the guidance of competitors, but speaking generally, each lottery consisted of 1,000 entries made by handing in to the proprietors the amount of the stake, and a list of sixteen names, chosen at discretion from among the Kutungting candidates for the degree. As soon as the thousand entries were made, a book was formed, and that particular lottery closed. The stake may be one, two, or even ten dollars, and the same proprietors promote any number of these thousand stake lotteries, or 'books.' One of the proprietors, a local book, of 52 pages 12mo, is before us now, and a description of it will give all that is required to be known of the legitimate features of a Wei Sing lottery.

The book is bound in a yellow cover bearing the legend on top, 'respectful notice to the proprietors of the Wei Sing Lottery.' The book is followed by the names of the proprietors, and their address, followed by the names of the candidates for the degree of *tsin-shih*. In the centre, in very large characters, is the distinguishing number of the book, 'the legend in the Thousand Characters.' The book is followed by the names of the proprietors, and their address, followed by the names of the candidates for the degree of *tsin-shih*.

The book is followed by the names of the proprietors, and their address, followed by the names of the candidates for the degree of *tsin-shih*. The book is followed by the names of the proprietors, and their address, followed by the names of the candidates for the degree of *tsin-shih*.

The book is followed by the names of the proprietors, and their address, followed by the names of the candidates for the degree of *tsin-shih*. The book is followed by the names of the proprietors, and their address, followed by the names of the candidates for the degree of *tsin-shih*.

The book is followed by the names of the proprietors, and their address, followed by the names of the candidates for the degree of *tsin-shih*. The book is followed by the names of the proprietors, and their address, followed by the names of the candidates for the degree of *tsin-shih*.

The book is followed by the names of the proprietors, and their address, followed by the names of the candidates for the degree of *tsin-shih*. The book is followed by the names of the proprietors, and their address, followed by the names of the candidates for the degree of *tsin-shih*.

The book is followed by the names of the proprietors, and their address, followed by the names of the candidates for the degree of *tsin-shih*. The book is followed by the names of the proprietors, and their address, followed by the names of the candidates for the degree of *tsin-shih*.

The book is followed by the names of the proprietors, and their address, followed by the names of the candidates for the degree of *tsin-shih*. The book is followed by the names of the proprietors, and their address, followed by the names of the candidates for the degree of *tsin-shih*.

The book is followed by the names of the proprietors, and their address, followed by the names of the candidates for the degree of *tsin-shih*. The book is followed by the names of the proprietors, and their address, followed by the names of the candidates for the degree of *tsin-shih*.

The book is followed by the names of the proprietors, and their address, followed by the names of the candidates for the degree of *tsin-shih*. The book is followed by the names of the proprietors, and their address, followed by the names of the candidates for the degree of *tsin-shih*.

The book is followed by the names of the proprietors, and their address, followed by the names of the candidates for the degree of *tsin-shih*. The book is followed by the names of the proprietors, and their address, followed by the names of the candidates for the degree of *tsin-shih*.

The book is followed by the names of the proprietors, and their address, followed by the names of the candidates for the degree of *tsin-shih*. The book is followed by the names of the proprietors, and their address, followed by the names of the candidates for the degree of *tsin-shih*.

THE WESTERN STATES, and thinks Canada

able of making such a line on account of its political, commercial and social position with the mother country. He says that it would culminate in making the Canadian route the favorite one to the East. Other lenders are put in by the Allan, Dominion and Beaver lines.

A MATTER OF DUTY.

Berlin, December 13.—In the Reichstag the proposal to make the duty on wheat and rye 6 marks was adopted.

THE SWISS GOVERNMENT.

Berne, December 13.—M. Hiltenstein has been elected President of Switzerland, and M. Hammer Vice-President.

ESCAPE OF A HOME RUNNER.

Dublin, December 13.—Pryne, member of Parliament, who has been barricaded in Tiffany Castle, resisting the efforts of the police to arrest him, left the castle early this morning, eluding the police sentinels and taking a cab that was awaiting him, to drive to his own residence. The police are securing the counter for him.

A DIPLOMAT IMPRISONED.

London, December 13.—The *Pall Mall Gazette* says that General Wouloughby, until recently Ambassador of Madagascar, in London, was convicted on his return to Madagascar of the embezzlement of £12,000, and sentenced to imprisonment for an indefinite period.

THE CANADIAN PACIFIC SECURES A TERMINUS IN THE UNITED STATES.

Minneapolis, December 13.—A Winnipeg special says that the Canadian Pacific Railway Co. have received the contract to build an extension of the Seattle Railway to the boundary line proves that the Canadian Pacific is determined to have another field for freight distribution, and that the line being built from Seattle to the boundary line must not be disclosed. The line will be built from Seattle to the boundary line, thus furnishing the latter with an entry by rail into Washington Territory, Oregon and California.

TWENTY-TWO PERSONS DROWNED.

London, December 11.—Twenty-two persons were drowned in the recent hurricane off the Orkney Islands.

THE LATEST ATTEMPTED SENSATION OF THE LONDON 'TIMES.'

London, December 13.—The *Times* states on the authority of a Farnellite, who stipulates that his name must not be disclosed, that Dr. Hamilton Williams of New York has succeeded O'Donovan Rossa in the leadership of the extreme Nationalists in New York, and that Williams has a fund of £200,000 at his disposal to organize assassination and dynamite explosions by sending to England Irish-American agents who do not work directly, but endeavor to find men among criminals of large law to assassinate public men and conduct dynamite explosions. These men are now at work and are well supplied with funds. The *Times* informant also states that 200 weight of dynamite has been stored secretly in London, but he professes to be unaware of its actual location.

WHAT ENGLAND WILL DO.

Berlin, December 13.—The *Frankfurter Zeitung* asserts, on authority, that England in the event of war will send a fleet to operate in the Baltic and protect the coast of Italy. The consent of Parliament, says the paper, will not be asked until the moment comes for putting the agreement into effect.

A WOMAN'S WILL.

Paris, December 12.—The funeral of Mme. Boucicault was attended by all employees of the Bon Marché. Her will be valued at \$300,000 in legacies of from \$20 to \$200 to those employees who have been in her service for ten years; \$200,000 to associations for young workmen; \$200,000 to the Home for Convalescent Employed; \$200,000 to M. Pasteur, and numerous other bequests for charitable purposes, including \$50,000 for the poor of Paris.

SULLIVAN AND THE PRINCE OF WALES.

London, December 13.—Sullivan, quite captivated by the Prince of Wales, and probably when he returns from Ireland will renew the acquaintance, which will probably be beneficial to both parties. After the boxing was over at the Guards Club at Cleveland Row, his Royal Highness, as usual, dispensed largess among the soldiers. Among other things he gave Smith, who was graciously received by the English champion. Confronting with Captain Drummond the Prince said, 'What shall I give Sullivan?' 'Nothing,' remarked the Captain quietly. 'Sullivan came here as the guest of our mess, and I have the best of reasons for knowing that he would be offended by the payment of money. Well, he is the first pugilist I ever met who was so generous.' The Prince, who was very much impressed by the American's independence, in proof of which Capt. Kelly yesterday called at a well-known jeweller's in Bond street and ordered a handsome gold watch to be made, bearing the inscription 'To John L. Sullivan, Boston, U. S. A., with best wishes of Albert Edward, Prince of Wales.'

TRIAL OF A PHYSICIAN ON A CHARGE OF OBSCENITY.

Dublin, December 14.—The trial of Dr. Cross for the murder of his wife by poison commenced to-day in Cork. The accused pleaded not guilty, and the Attorney-General made a powerful opening speech. The evidence for the prosecution went to show that the accused had formed an illicit acquaintance with a Miss Skinner, a governess who had lived in his house, and that he married the governess some weeks after the death of his wife. Arsenic had been traced in the body. Dr. Cross was an army surgeon, his deceased wife being an English woman, who brought him a fortune of £5000. Her maiden name was Martin. The matter was taken in the case, married ladies being in court. The case was not concluded.

DUBLIN, December 5.

The trial of Dr. Philip Cross, on the charge of poisoning his wife on June 2nd, was resumed this morning in Cork. Mary Barron, a parlour maid at Shandy Hall, deposed to seeing a chloroform bottle in the room of the deceased. Mrs. Cross had fits of vomiting. She complained of her heart. She also found dry macaroni under the deceased's pillow after her death. Captain Woodley deposed that Dr. Cross told him Mrs. Cross had a fever, but the immediate cause of her death was heart disease.

Mr. Pate, manager of the London and North-Western Hotel, Dublin, identified the persons in photographs produced as occupying one bedroom at the end of March last. They were Dr. Cross and the present Mrs. Cross. He saw them again in June, and they occupied one room. Two female servants in the hotel corroborated this evidence, adding that there was one bed in the room.

Cornelius Maguire, a messenger, deposed as to the accused, in a quarrel with the deceased, saying he wished the devil would take her out of the house. A chemist in Goudings swore that on September 18, 1886, Dr. Cross purchased a pound of arsenic there for free-holding purposes. Dr. Telverton, the person who with Dr. Cross deposed a post-mortem examination of the body of the deceased, said he found no trace of typhoid fever in the incision. The organs in the central part of the body were well preserved. There was no putrefaction, and arsenic preserves the flesh for a time. The heart was a healthy one. There was no appearance of natural disease.

in the organs. He found, on analysis, a small quantity of arsenic, and also stretching of the political, commercial and social position with the mother country.

He says that it would culminate in making the Canadian route the favorite one to the East. Other lenders are put in by the Allan, Dominion and Beaver lines.

The Court adjourned.

Dublin, Dec. 17th.—Dr. Philip Cross, of Shandy Hill, Cork, was found guilty this evening of murdering his wife, Laura Cross, by poison. The case had excited great interest, the culprit having been an army surgeon and his deceased wife a most respected English lady named Martin, who had been married to him for sixteen years. The murderous act was prompted by the desire of Dr. Cross to marry his partner, in order that he might marry Miss Skinner, a governess in his household and whom he made his wife with incestuous haste after he had buried his victim. After the verdict Dr. Cross made an elaborate statement to show that he had no motive for murdering his wife and declared himself to be innocent. The Judge announced the sentence of death, and the culprit, who exhibited no emotion, was removed.

AN AFRICAN ROMANCE.

London, December 15.—Sterling, sitting in the Chancery division to-day, had before him a romantic marriage case, arising out of the death of Commander Bethel, who was shot by the Boers in 1884 in an engagement in which Sir Charles Warren also took part. Commander Bethel, a few months before his death, had become enamored of a native girl belonging to the Barolong tribe. He married her according to the rites of that tribe, the ceremony consisting of the slaughter of an ox, the head of which was sent to the mother of the bride, while the father was present with his bride. The name of the bride was Teesoo. About ten days after the death of Commander Bethel she gave birth to a daughter, who was subsequently baptized under the name of Mabel, meaning the mother of Bethel.

In support of the statements, Mabel, an African king, chief of the Boerale Cavalry, made affidavit to the effect that Teesoo was duly married to Commander Bethel and that she was not before married. Commander Bethel, by his will, left a certain number of heirs to Teesoo and directed that if a child were born it should be educated in England, after it reached 8 years of age, and a boy that he should enter the English army, and that Teesoo should forfeit her property if she behaved improperly. Commander Bethel left considerable property in Yorkshire, and the question before the court was whether the marriage was a legal one and the daughter consequently legitimate and entitled to the property of her father, J. C. contended that this was not a polygamous marriage, and consequently valid. There may have been polygamy in the Barolong tribe, but Commander Bethel lived with Teesoo as his wife and had no intention of committing polygamy.

AN ENGLISH DIVORCE CASE.

London, December 15.—Another sensational divorce case was before Justice Hannen to-day. Mrs. Hyde, daughter of Captain Bonyton, and her husband, Mr. Hyde, had sued for a divorce from Frank Hyde, an artist. She alleged cruelty against him and he filed a cross bill alleging infidelity. Percy and Bonyton Telford, cousins of Mrs. Hyde, were brought in as co-respondents. Both sides denied the charges. It was shown that the co-respondents had slept in the sitting room of Mrs. Hyde and that she had left her husband, but no actual misconduct was proved. In to-day's trial there was great excitement in court when the Lord Chief Justice retired abruptly from the bench apparently violently ill. It was found that the Justice had swallowed a lemon while sitting and for a moment came near choking to death.

ACTUATED BY RETT.

Paris, December 13.—It is reported that Chastain, the French officer arrested yesterday for selling military secrets to Germany, was actuated by spite resulting from the slowness of his promotion. Among his papers was a letter to Crispien, the Italian Premier.

PUNISHMENT FOR AN UNWISE OFFICIAL.

Leipzig, December 15.—The Public Prosecutor has asked that Oshabene, the official who revealed the contents of official documents to the press, be sentenced to twelve years imprisonment and fined 1000 marks.

A REJECTED MANAGER REINTERVED.

Paris, December 15.—Carnaval, manager of the Opera Comique, was sentenced to-day to six months' imprisonment and to pay 1000 francs to the various sufferers. Andre, freeman, was sentenced to two months and to pay 4000 francs.

THE ORLEANISTS NOT QUIET.

London, December 14.—The *Times* St. Petersburg correspondent says that the Foreign Office, after inquiring into the matter of the foreign countess, the Countess de Casar, acquits the Orleanists of complicity in the affair.

ASSEMBLED PRINCES.

Lublin, December 14.—The Crown Princess was to-day delivered of a daughter. The infant lived only two hours. The mother is in a critical condition.

NO EXCESSIVE ZODIACAL CRYSTALS.

London, December 14.—The Government has requested Mr. Wilson, leader of the creditor movement, to go to British Columbia and report upon the suitability of the country for the creditors. If the report is favorable the Government proposes to take the creditors to emigrate to that country.

UTTERANCES OF THE CHIEF SECRETARY FOR IRELAND.

London, December 14.—Balfour, Chief Secretary for Ireland, addressed an immense assemblage at Manchester to-night. On his appearance the cheering with which he was greeted was a portion of the crowd failed to draw the Chief Secretary to the preliminary speaking proceeded and great disorder. A number of fights took place, and many persons were ejected from the hall, but the malcontents were finally subdued. Balfour said that the Radicals, by their changes at a word from Gladstone, had sullied the character of their party forever. With the destruction of

Mails.

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUZ, PORT
SAID, BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG.
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS.
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.
THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.
N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON MONDAY, the 23rd day of January,
1888, at 4 p.m., the Company's
Steamship **NECKAR**, Captain SUTHER,
with MAELS, PASSENGERS, SPECIE,
and CARGO, will leave this port as above,
calling at Genoa.
Shipping Orders will be granted till
noon, Cargo will be received on board
until 4 p.m. Specie and Parcels until 3
p.m. on the 23rd January. (Parcels are
not to be sent on board; they must be
left at the Agent's Office.) Contents and
Value of Packages are required.
The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.
For further Particulars, apply to
MELOCHERS & Co.,
Agents.
Hongkong, December 27, 1887. 2515

NOTICE.

COMPAGNIE DES MESSEAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,
MADRAS, CALCUTTA, ADEN, SUZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;
ALSO,
LONDON, HAVRE, BORDEAUX,
DUNKIRK AND ANTWERP.

ON WEDNESDAY, the 25th January,
1888, at noon, the Company's Steamship
DJEMNAH, Commandant **W. J. B. RAYSON**,
with MAELS, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.
Shipping Orders will be granted until
noon.

Cargo will be received on board until 4
p.m. Specie and Parcels until 3 p.m. on
the 25th January, 1888. (Parcels are not to
be sent on board; they must be left at
the Agent's Office.)
Contents and value of Packages are re-
quired.
For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, January 12, 1888. 72

Insurances.

QUEEN FIRE INSURANCE COM-
PANY.

THE Undersigned, AGENTS for the above
Company, are prepared to ACCEPT
RISKS against FIRE at Current Rates.

NORTON & Co.,
Agents.

Hongkong, July 16, 1887. 1340

NOTICE.

THE MAN OF INSURANCE COMPANY
(LIMITED).

CAPITAL SUBSCRIBED.....\$1,000,000.

THE above Company is prepared to ac-
cept MARINE RISKS at Current
Rates on Goods, &c. Policies granted to
all parts of the World payable at any of its
Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST,
Hongkong, December 2, 1887. 2349

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF
His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—
Marine Department.
Policies at current rates, payable either
here, in London, or at the principal Ports
of India, China and Australia.
Fire Department.
Policies issued for long or short periods at
current rates.
Life Department.
Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, July 25, 1872. 495

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

THE Undersigned, AGENTS of the above
Company, are authorized to insure
against FIRE at Current Rates.

GILMAN & Co.,
Agents.

Hongkong, January 1, 1887. 14

NOW ON SALE.

INDEX

TO THE

'CHINA REVIEW'

from

VOLUMES I TO XII.

1.—LIST OF CONTRIBUTORS.

2.—REVIEWS OF BOOKS.

3.—REVIEWS OF BOOKS.

4.—LIST OF ARTICLES REVIEWED.

Price, 50 CENTS.

To be had at the China Mail Office,
Messrs. K. W. & W. L. Messrs. LAY,
Crawford & Co., Hongkong; and Messrs.
K. W. & W. L. Shanghai.

Intimations.

WINTER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH

MORNING STAR

Runs DAILY as a Ferry Boat between
Pedder's Wharf and Tsim-Tai-Tai at the
following hours:—This Time Table will
take effect from the 17th October, 1887.

WEEK DAYS. SUNDAY.

8.00 A.M. 7.00 A.M. 6.00 A.M. 7.00 A.M.

8.00 " 8.30 " 7.30 " 8.00 "

8.50 " 9.00 " 8.00 " 10.15 "

9.40 " 10.15 " 10.30 " 10.45 "

10.30 " 12.30 P.M. 11.00 " noon.

12.45 P.M. 1.00 " 12.30 P.M. 1.00 P.M.

1.30 " 2.00 " 1.30 " 2.00 "

2.30 " 3.00 " 2.30 " 3.00 "

3.30 " 4.00 " 3.30 " 4.00 "

4.15 " 4.30 " 4.15 " 4.30 "

4.45 " 5.10 " 4.45 " 5.10 "

5.25 " 5.40 " 5.25 " 5.40 "

6.00 " 6.15 " 6.00 " 6.15 "

6.30 " 6.45 " 6.30 " 6.45 "

7.00 " 7.00 " 7.00 " 7.00 "

* There will be no Launch on Monday
and Friday, on account of coaling.

The above Time Table will be strictly
adhered to, except under unavoidable cir-
cumstances. In case of stress of weather,
this notice will be given of any stoppages.

PUBLICATIONS.

'CHINA MAIL' OFFICE.

CHINA REVIEW—published once in
Two Months.

OVERLAND CHINA MAIL—for every
Weekly Mail.

CHINA MAIL—Every Day.

Orders for Printing and Book-binding
promptly executed at MODERATE CHARGES.

'CHINA MAIL' OFFICE,
2, Wyndham Street (behind the Club).

NOW READY.

PRICE, \$1.00.

COMPARATIVE CHINESE FAMILY LAW

By E. H. PARKER.

Can be obtained from KELLY & WALSH
at Shanghai and Hongkong, at LANE,
CRAWFORD & Co., Hongkong, and at the
China Mail Office.

The Overland China Mail.

A WEEKLY JOURNAL FOR THE HOME MAIL.

IS PUBLISHED to suit the Departure
of each steamer and Passenger Mail
Steamer for Europe. Formerly the Over-
land issue was published fortnightly; but
as it was deemed of special importance that
a weekly budget of news should be prepared,
it was decided to issue it weekly. Sub-
scribers at Home, and those at the Coast
Ports and in the Interior, who find the
Overland China Mail a convenient form of news-
paper for their personal use, will welcome the
change. The Overland China Mail, now a
weekly compendium of news from the Far
East, contains special Commercial Intelli-
gence, special tables of Shipping, and other
information. The various Reports of Courts
and Meetings, and all other news, are given
in full as they appear in the Daily issue.
The attention of Advertisers is directed
to a weekly newspaper, which is circulated
among old China hands and others, both
at home and in the Far East, who do not
take the daily journals.

The Overland China Mail will be regularly
posted from the China Mail Office to sub-
scribers, on their addresses being forwarded to
us.

With regard to inward Parcels, addresses
are requested to observe that the Parcel
Mail is not opened until the ordinary dis-
tribution of the Mails, &c., is finished. The
postage on Parcels at home is 10c per lb.,
(the Regulations are generally similar to the
above, and the Parcels are sent out via
Gibraltar).

Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible
for the safe delivery of Registered correspon-
dence, but it is prepared to make good the
contents of such correspondence lost while
passing through the Post, to the extent of
\$10, in certain cases, provided:—
1. That the sender duly observed all the
conditions of Registration as to the nature
and contents of the article.
2. That the letter was securely enclosed
in a reasonably strong envelope.
3. That application was made to the
Postmaster General of Hongkong immedi-
ately the loss was discovered, the envelope
being invariably forwarded with such appli-
cation unless it also is lost.
4. That the sender is satisfied that the loss occurred while the corre-
spondence was in the custody of the British
Postal Administration in China, that it was
not caused by any fault on the part of the
sender, by destruction by fire, or shipwreck,
nor by the dishonesty or negligence of any
person not in the employment of the
Hongkong Post Office.
5. No compensation can be paid for more
damage to fragile articles such as portraits,
watches, handkerchiefs, bound books, &c.,
which reach their destination, although in a
broken or deteriorated condition.

Misuse or Delayed Correspondence.

When correspondence has been misused
or delayed (both of which are liable to
happen occasionally) all that the addressee
need do is to note on the cover, Sent to
me, or Received at 7 p.m., or as the case
may be, and forward it, without any other
writing whatever, to the Postmaster Gen-
eral. This should be done on the first
time cause of complaint occurs; it is a
mistake to let such matters pass for fear of
giving trouble, a course which generally
gives more trouble in the end.

Fees for Public Vehicles.

Chairs.

IN VICTORIA WITH TWO BEARERS.

Half hour . . . 0.10 Three hours . . . 0.50

One hour . . . 0.20 Six hours . . . 0.70

Day (6 a.m. to 6 p.m.) \$1

If the trip is extended beyond Victoria,
half fare extra.

BEYOND VICTORIA, WITH TWO BEARERS.

Hour . . . 0.60 Six hours . . . 1.50

Three hours . . . 1.00 Day (6 a.m. to 6 p.m.) 2.00

Tricahies.

(With single driver).

Quarter hour . . . 0.05 Hour . . . 0.15

Half hour . . . 0.10 Every subse-
quent hour . . . 0.10

NOR.—Victoria extends from Mount
Davis to Causeway Bay and up to the level
of Robinson Road. If the vehicle is
discharged beyond these limits half fare
extra is to be allowed for the return journey.
Extra bearers and extra hours to be paid
proportionate sums.

LOCAL POSTAGE.

General Local Rates for Hongkong,
Macao, China, Japan, Siam direct (d),
Cochin-China, Tonkin, and the Philip-
pines.

Letters per oz. 8 cents (c).

Post Cards each 1 cent.

Books and Patterns, per oz. 2 cents.

Newspapers and Periodicals, each, 2
cents.

Registration, 5 cents.

(4) Via Singapore, 10 cents.

(5) Between Hongkong, Canton, and Macao
3 cents.

Local Delivery.

1. All correspondence posted before 5
p.m. on any week-day for addresses in
Victoria will be delivered the same day,
and generally within two hours, unless the
delivery should be retarded by the Contract
Mails.

2. Invitations, &c. can generally be
delivered within Victoria at the private
houses of the addressees rather than at
places of business, if a wish to that effect
be expressed by the sender, otherwise all
correspondence is invariably delivered at
the nearest place of business.

3. Boxholders who desire to send Cir-
culars, Dividend Warrants, Invitations, &c.,
all of the same weight, to addresses in
Hongkong, or the Ports of China, may
deliver them to the Post Office unopened,
the postage being then charged to the
sender's account. Each batch must con-
sist of at least ten.

4. Boxholders may also send Patterns
to the same places in the same way. En-
velopes containing Patterns may be wholly
closed, if the nature of the contents be first
exhibited or stated to the Postmaster
General, as he may consider necessary, and
approved by him. Printed Circulars may
be inserted in such Pattern Packets.

The Post Office declines all responsibility
for Unregistered Letters containing Bank
Notes, or Jewellery, and where Re-
gistration has been neglected, WILL MAKE
NO ENQUIRIES into alleged losses of such
letters.

Parcel Post to the United Kingdom.

Parcels not exceeding 11 lbs. in weight
are received in Hongkong and at British
Post Offices in China, for transmission to
the United Kingdom by P. & O. Packet
and Overseas Mail. Parcels sent by the
Overland Mail via Brindisi. Parcels there-
fore arrive in London about eight days later
than the Mail. Parcels may be sealed, but
any parcel even though sealed, is liable to
be opened for examination.

Parcels must be posted in Hongkong
before 5 p.m. on the day before the de-
parture of the Mail. Those arriving from the
East, &c., after this hour are kept for the
following P. & O. Mail.

The Postage is 25 cents per lb., which
includes Registration fee, and must be pre-
paid in stamps. No further charge is made
in the United Kingdom except for Customs
duty. No parcel must be more than 3 feet 6
inches in length, or 6 feet in greatest length
and girth combined. A receipt is given for
each Parcel.

The sender must fill up a form of Customs
Declaration, which can be obtained free at
each Post Office. No parcel can be accepted
till this is completely and accurately
filled. On parcels not officially sent
from China, which are liable to duty on
Tea, Tobacco, and Gold and Silver plate.

Dangerous or perishable goods, articles
likely to injure the Mails, Liquids (unless
securely packed) or parcels easily crushed,
such as hand-boxes, are prohibited. No Parcel
can be received if its value exceeds \$500.

A Parcel may contain letters to the same
address as that of the Parcel itself, or any
other Parcel to the same address. No
other enclosures are allowed.

With regard to inward Parcels, addresses
are requested to observe that the Parcel
Mail is not opened until the ordinary dis-
tribution of the Mails, &c., is finished. The
postage on Parcels at home is 10c per lb.,
(the Regulations are generally similar to the
above, and the Parcels are sent out via
Gibraltar).

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, (as meeting at
Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and those in the Bay of the
Shipping or midway between each shore are marked C, in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.

2. From Gas Works to Jardine's Wharf.

3. From Jardine's Wharf to the Harbour Master's Office.

4. From Harbour Master's Office to the P. and O. Co.'s Office.

5. From P. and O. Co.'s Office to Pedder's Wharf.

6. From Pedder's Wharf to the Naval Yard.

Section.

7. From Naval Yard to Blue Buildings.

8. From Blue Buildings to East Point.

9. From East Point to North Point.

10. Kowloon Wharves.

11. Jardine's Wharf.

Vessel's Name.

Captain.

Flag and Rig.

Tons.

Date of Arrival.

Consignees or Agents.

Destination.

Remarks.

Steamers.

Abydos.

Albion.

Bellorophon.

Borneo.

Caribbea.

China.

City of Peking.

Clara.

Diamond.

Fokan.

Fushiki Maru.

Glencoe.

Glennora.

Ilissus.

Isaac Christensen.

Jacob Deng.

Kwang Lee.

Ningpo.

Norden.

Octa.

Pilot Fish.

San Pablo.

Sea Wolf.

Taiwan.

Tonnadice.

Tetracos.

Teviot.

Thibet.

Tsim-tai-tai.

Velox.

Sailing Vessels.

Alden Bess.

Allo Row.

Bandajera.

Bua Pan.

Charon Watana.

Coluna.

Doretha.

Drot.

Escort.

Figaro.

Hans.

Hattie N. Bangs.

John D. Brewer.

John M. Blake.

John M. Blake.

John M. Blake.

John M. Blake.

John M. Blake.

John M. Blake.

John M. Blake.

John M. Blake.

John M. Blake.

John M. Blake.

John M. Blake.

John M. Blake.

John M. Blake.

John M. Blake.

John M. Blake.

John M. Blake.

John M. Blake.

John M. Blake.

John M. Blake.